MR. G. B. E. TRUSCOTT (*Chief Engineer*): (*a*) Yes.

(*b*) and (*c*) A preliminary investigation has been conducted and the line fixed. But the preparation of the estimate is pending the free surrender of the land required by the people concerned.

Police station at Edapalli.

81. ❋ M. K. P. KRISHNA MENON (*Parur*): Will the Government be pleased to state:

(*a*) whether the Commissioner of Police has recommended to Government the conversion of the Police Charging Station at Edapalli into a Police Out-post;

(*b*) if the answer is in the affirmative, the reasons for the same;

(*c*) when the Police Station was established; and

(*d*) (i) the extent of its jurisdiction and (ii) the population of that area?

RAO BAHADUR N. RAMANUJA AIYANGAR (*Commissioner of Police*):

(*a*) No.

(*b*) This does not arise in view of the answer to part (*a*).

(*c*) About 1079 M. E.

(*d*) (i) 27·45 square miles.

(ii) 30,000 roughly.

Receipts from Motor Buses.

82. ❋ MR. N. K. KRISHNA PILLAI (*Neyyattinkara I*): Will the Government be pleased to state:

(*a*) the total number of buses now (13-11-1109) running in the State; and

(*b*) the amount realised by them in each of the years 1107 and 1108 under (i) license fees; (ii) testing fees; (iii) driver's license (iv) driver's badge, and (v) conductor's pass?

RAO BAHADUR N. RAMANUJA AIYANGAR (*Commissioner of Police*):

(*a*) 1,027.*

(*b*)	1107			1108		
	Rs.	Chs.	C.	Rs.	Chs.	C.
(i)	19,278	8	1	16,597	15	2
(ii)	30,957	0	0	29,515	10	0
(iii)	16,221	4	13	13,415	24	1
(iv)	27	1	0	25	2	0
(v)	329	16	8	234	13	0

Railway accidents.

83. ❋ MR. K. KUNJUKRISHNA PILLAI (*Quilon I*): Will the Government be pleased to state:

(*a*) the number of accidents on the Railway line between Trivandrum and Quilon from January 1930 to March 1934; and

(*b*) the nature of the accidents, if any?

RAO SAHIB DR. N. KUNJAN PILLAI (*Chief Secretary to Government*): (*a*) One hundred.

(*b*) A *statement giving the information is placed on the table.

* *Vide* Appendix V.

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MR. A. S. DAMODARAN ASAN (*Mavelikara*): May I know whether there is any particular reason for so many accidents during one year?

RAO SAHIB DR. N. KUNJAN PILLAI (*Chief Secretary to Government*): The question relates to the period from 1930 to 1934 *i. e.* four years and not one year.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): May I know why there were 25 accidents per year?

RAO SAHIB DR. N. KUNJAN PILLAI (*Chief Secretary to Government*): I cannot give any particular reason. I claim notice.

MR. E. V. KRISHNA PILLAI (*Pattanamtitta*): Did the Government draw the attention of the Railway authorities to the number of accidents?

RAO SAHIB DR. N. KUNJAN PILLAI (*Chief Secretary to Government*): I have no information about it at present. I claim notice.

MR. A. THANU PILLAI (*Trivandrum—Rural*): May I know whether this number of accidents is an abnormal feature of the Quilon-Trivandrum Railway line alone or whether such accidents are common in other railway lines also?

RAO SAHIB DR. N. KUNJAN PILLAI (*Chief Secretary to Government*): I should think accidents are common in all railways.

Train service between Quilon and Trivandrum.

84. ✻ **MR. K. KUNJUKRISHNA PILLAI** (*Quilon I*): Will the Government be pleased to state:

(*a*) the number of trains running between Quilon and Trivandrum during the periods-January 1932 to 1933 and January 1933 to March 1934;

(*b*) whether it is a fact that some trains from Quilon to Trivandrum and from Trivandrum to Quilon run tender foremost;

(*c*) if so, how many;

(*d*) whether it is a fact that the mail train runs engine foremost;

(*e*) whether it is the opinion of competent authorities that there is greater possibility of danger if trains run tender foremost;

(*f*) whether it is the practice elsewhere to run such distance tender foremost; and

(*g*) the reason for allowing trains to run tender foremost?

RAO SAHIB DR. N. KUNJAN PILLAI (*Chief Secretary to Government*): (*a*) The member is referred to Railway Time Tables published from time to time.

(*b*) No train worked by a tender engine is worked tender foremost. In the case of trains worked by tank engines, it does not matter if they run engine first or bunker first.

(*c*) The question does not arise in view of answer to (*b*).

(*d*) There are 3 trains daily worked by tank engines bunker first.

(*e*) Yes, but not in the case of tank engines.

(*f*) Yes.

(*g*) Due to want of facilities for turning engines.

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Appendix V.

[*Vide* **Question No 83.**]

Statement showing the number of accidents on the Railway between Trivandrum and Quilon from January 1930 to March 1934.

No.	Description of accident.	Total number of accidents.
1	Accidents attended with loss of any one human life or serious bodily hurt to any one person, whether passengar, trespasser or Railway servant. This includes persons run over and suicides ...	22
	Railway servants on duty seriously injured as a result of assault.	
2	Collisions between engines, trains not carrying passengers, vehicles where damage results or trollies inside station limits ...	1
3	Trains or light engines colliding with gates of level crossings ...	1
4	Trains running over obstructions other than cattle ...	2
5	Trespassers knocked over by trains and not seriously injured and trains stopped short of any obstruction, such as stone etc., placed on line ...	22
	Missile thrown at a train.	
	Fracture of rails.	
	Fracture of axles.	
	Attempted suicide.	
6	Trains started by a Driver without an 'Authority to proceed' with the intention of entering a block section, trains running in a block section without an 'Authority to proceed' as also trains running with a wrong token or Line Clear Ticket or 'Special order to proceed' incorrectly prepared ...	5
7	Person falling out of trains and slightly injured or not injured at all and slight hurt to persons whether Railway servants or not ...	34
	Railway servants on duty slightly injured as a result of assault.	
8	Other persons dying in trains at stations or dead bodies found on the line when death is obviously due to natural causes ...	2
9	Derailments in shunting or of a trivial nature ...	10
10	Fires not of a serious nature in trains or at stations ...	1
	Total ...	100

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